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moving the railcar to the transfer area;  
transferring the railcar to at least one of the maintenance stations;  
working on the railcar within[the] at least one maintenance station;  
moving the railcar out of the maintenance facility; and  
holding the railcar within a queue area when the at least one maintenance station is not available.

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15. (Amended) The method of claim 1 further comprising the steps of:

providing an inbound railway;  
providing an inspection area connected to the inbound railway;  
inspecting the railcar to determine maintenance needs of the railcar; and  
routing the railcar through the maintenance facility based on the maintenance needs.

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19. The method of claim 1 further comprising the steps of:

providing a communication means at each maintenance station for communicating whether the maintenance station is available to receive the railcar;  
communicating to an operator via the communication means, the availability of the maintenance stations; and  
transferring the railcar to a maintenance station that is available based on the communication of the maintenance stations to the operator.

20. (Amended) The method of claim 1 further comprising the steps of:

inspecting the railcar for maintenance needs; and  
administering a designation to the railcar based on the maintenance needs of the railcar.

22. (Amended) A method for repairing railcars, the method comprising the steps of:

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- providing a railcar maintenance facility wherein the maintenance facility comprises a plurality of maintenance stations and a transfer area;
- providing a railcar requiring maintenance service;
- moving the railcar to the transfer area;
- transferring the railcar to at least one of the maintenance stations;
- working on the railcar within the maintenance stations;
- moving the railcar out of the maintenance facility;
- providing an interior blast station for scouring an interior of the railcar;
- providing a lining queue area connected to the transfer area; and
- transferring the railcar to the lining queue area if the interior blast station is unavailable to receive the railcar.

24. (Amended) A method for repairing railcars, the method comprising the steps of:

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- providing a railcar maintenance facility wherein the maintenance facility comprises a plurality of maintenance stations and a transfer area;
- providing a railcar requiring maintenance service;
- moving the railcar to the transfer area;
- transferring the railcar to at least one of the maintenance stations;
- working on the railcar within the maintenance stations; and
- moving the railcar out of the maintenance facility;

providing a communication means at each maintenance station for communicating whether the maintenance station is available to receive the railcar;

communicating to an operator via the communication means, the availability of the maintenance stations; and

transferring the railcar to a maintenance station that is available based on the communication of the maintenance stations to the operator.

( Please add the following new claims: )

25. (New) A method for repairing railcars, the method comprising the steps of:

providing a railcar maintenance facility wherein the maintenance facility comprises a plurality of maintenance stations and a transfer area;

providing a railcar requiring maintenance service;

moving the railcar to the transfer area;

transferring the railcar to at least one of the maintenance stations;

working on the railcar within [the] at least one maintenance station;

administering a lining to an interior of the railcar within a first maintenance station;

curing the lining within a second maintenance station;

moving the railcar out of the maintenance facility; and

holding the railcar within a queue area when the at least one maintenance station is not available.

26. (New) A method for repairing railcars, the method comprising the steps of:

providing a railcar maintenance facility wherein the maintenance facility comprises a plurality of maintenance stations and a transfer area;

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providing a railcar requiring maintenance service;  
moving the railcar to the transfer area;  
transferring the railcar to at least one of the maintenance stations;  
working on the railcar within [the] at least one maintenance station;  
providing an interior blast station for scouring an interior of the railcar;  
providing a lining queue area connected to the transfer area;  
transferring the railcar to the lining queue area if the interior blast station is  
unavailable to receive the railcar;  
moving the railcar out of the maintenance facility; and  
holding the railcar within a queue area when the at least one maintenance  
station is not available.

27. (New) A method for repairing railcars, the method comprising the steps of:  
providing a railcar maintenance facility wherein the maintenance facility  
comprises a plurality of maintenance stations and a transfer area;  
providing a railcar requiring maintenance service;  
moving the railcar to the transfer area;  
transferring the railcar to at least one of the maintenance stations;  
working on the railcar within [the] at least one maintenance station;  
providing a paint station connected to the transfer area;  
providing a cure queue area connected to the transfer area;  
transferring the railcar to the cure queue area if the paint station is  
unavailable to receive the railcar;  
moving the railcar out of the maintenance facility; and

holding the railcar within a queue area when the at least one maintenance station is not available.

28. (New) A method for repairing railcars, the method comprising the steps of:

providing a railcar maintenance facility wherein the maintenance facility comprises a plurality of maintenance stations and a transfer area;

providing a railcar requiring maintenance service;

providing a communication means at each maintenance station for communicating whether each maintenance station is available to receive the railcar;

communicating to an operator via the communication means, the availability of the maintenance stations;

moving the railcar to the transfer area;

transferring the railcar to a first maintenance station that is available based on the communication of each maintenance station to the operator;

working on the railcar within the first maintenance station;

moving the railcar out of the maintenance facility; and

holding the railcar within a queue area when the first maintenance station is not available.

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